

## MAY BE FIGHTING FOR THEIR LIVES IN WILDERNESS

Hawley and Post Believed  
to Be in Wilds of  
Quebec.

## THEIR BALLOON NOT YET FOUND

Fearful That Pilot and His Aide,  
of America II, Have Come to  
Earth Hundreds of Miles  
from Succor—All Other  
Contestants Have Been  
Accounted For.

Montreal, October 23.—It is the opinion of August Blanckert, aide of the balloon Germania, that Allen H. Hawley and Augustus Post, of New York, pilot and aide, respectively of the America II, which left St. Louis last Monday, and from whom no word has since been received, are fighting for their lives through the wilderness of Northern Quebec.

Mr. Blanckert arrived here yesterday from La Tuque, Quebec, some distance from where the Germania landed on Wednesday. He and Captain Hugo Von Abercon had a desperate fight for their lives after coming to earth. They were thirty-two hours forcing their way through an unbroken forest to the railway line, with only a few crusts of bread for sustenance. Their clothing was torn to shreds, and they were almost in a state of collapse when they struck the railroad.

Hear of Yellow Balloon.  
There they met a construction gang and from the men they learned that a large yellow balloon had preceded the Germania over practically the same route by half an hour. The railroad men told Blanckert that the other balloon was very high up, and maintained the same altitude until she passed out of sight toward the Ungava wilderness.

Mr. Blanckert expressed the opinion that the balloon was the America II. The later report of the landing of the Dusseldorf II, in the same region explains to the satisfaction of many the appearance of the first balloon, but Mr. Blanckert has not changed his opinion.

Colonel Theodore Schaeck, pilot of the Helvetia, met Blanckert here Saturday night, and after comparing notes found that the Germania had gone 105 miles farther than the Helvetia. The Dusseldorf II, according to unofficial estimates, exceeded the distance record of the Germania by about seventy miles.

The Germania came to earth at 11:15 A. M. Wednesday. At that time there was still considerable ballast on board, and the big balloon could have kept in the air for several hours longer, but Captain Von Abercon feared they were passing entirely out of civilization, and it was this that prompted him to land. Colonel Schaeck, of the Helvetia, came down for the same reason. He had enough ballast to continue for forty-eight hours, he said.

Theory Exploded.  
It had been generally believed that the balloons could not have been kept aloft "later" than Wednesday night, but the evidence of Von Abercon and Schaeck has exploded this theory, and if the America II kept them company on the journey into the far North, her crew may still be struggling through the almost impassable forests of the Ungava district, many hundreds of miles from succor.

A dispatch from Kiskiskim indicates that Lieutenant Hans Gerike, pilot, and Samuel F. Perkins, aid, of the Dusseldorf II, also endured severe privations. They landed Wednesday afternoon about sixteen miles north of Kiskiskim, but did not reach that place until yesterday afternoon. They leave there for Montreal by the Canadian Northern to-morrow morning.

How They Finished.  
St. Louis, Mo., October 23.—With the America II, Allan Hawley pilot and Augustus Post aid, still unaccounted for, the relative positions of the nine other balloons in the international race which started from here last Monday, to-night were figured by Lieutenant Andrew Drew, of the Missouri Signal Corps, and his hydrographic expert for the Aero Club of St. Louis.

Lieutenant Drew gives the distance traveled by the aeromats unofficially as follows:  
Dusseldorf II, (Germany), Hans Gerike, pilot; S. F. Perkins, aide; landed at Kiskiskim, Quebec, Wednesday morning, about forty-two hours in air; distance about 1,100 miles.  
Germania (Germany), Hugo von Abercon, pilot; Augustus Blanckert, aide; landed at Conococheash, Quebec, Wednesday morning, about forty-three hours in air; distance about 1,140 miles.

Helvetia (Switzerland), Theodore Schaeck, pilot; A. A. Armbruster, aide; landed near Ville Marie, Quebec, Wednesday, about forty-six hours in air; distance about 850 miles.

Ile de France (France), Alfred Leblanc, pilot; Walter DeLumum, aide; landed at Pognassimo, Ont., at 4 A. M. Wednesday. Thirty-four hours and thirty-six minutes in the air; distance about 725 miles.

Aurora (Switzerland), Emil Gossner, pilot; Leon Giraudeau, aide; landed thirty-two miles northeast of Blounting, Ontario, Wednesday morning, about forty-two hours in air; distance about 775 miles.

Harburg II, (Germany), Lieutenant Vogt, pilot; W. F. Assmann, aide; landed in Lake Nipissing, Ont., Tuesday at 9 P. M. Time in air, twenty-seven hours and forty-six minutes; distance about 750 miles.

St. Louis (American), H. E. Honeywell, pilot; J. W. Tolland, aide; landed at Tillman, Mich., Tuesday night, about twenty-eight hours in air; distance about 550 miles.  
(Continued on Seventh Page.)

## SCENES AT INTERNATIONAL AVIATION MEET IN NEW YORK

Grahame-White and His Monoplane.

The Crowd Interested in a Good Flight.

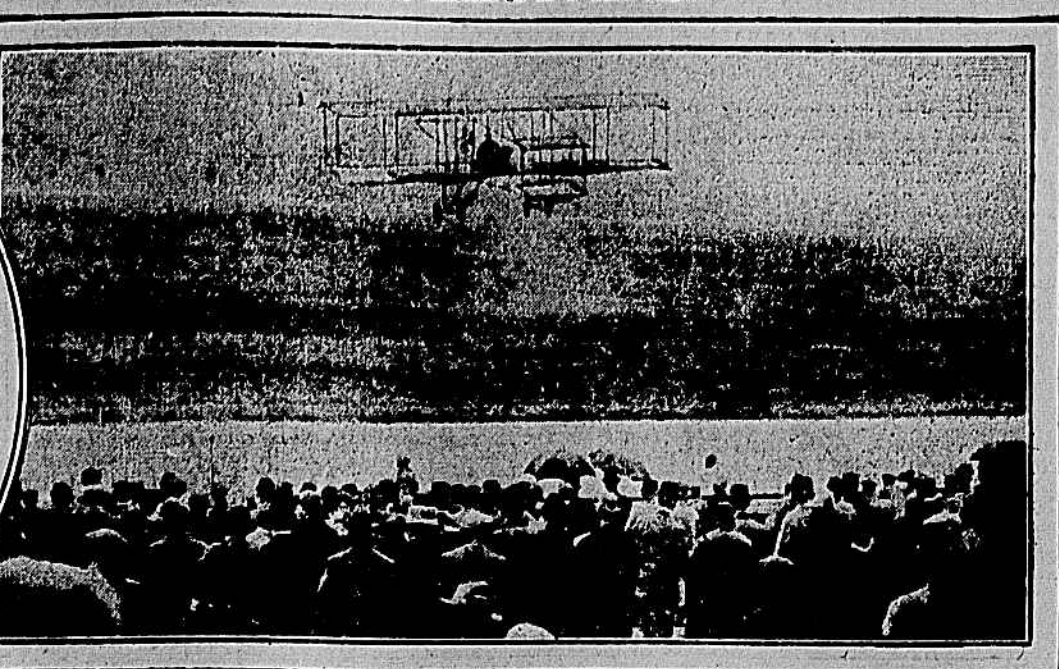
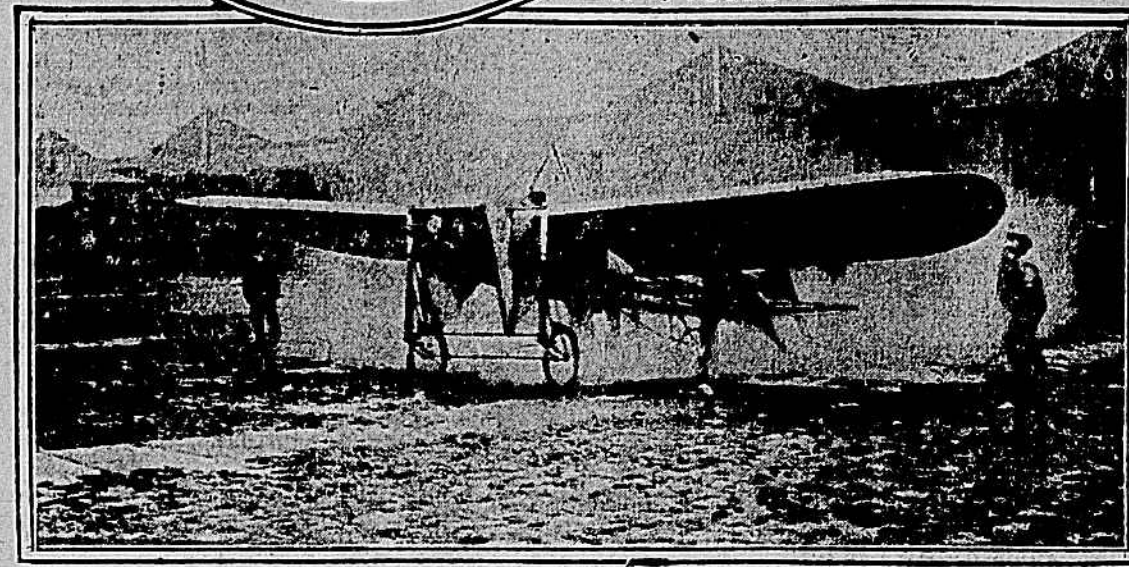
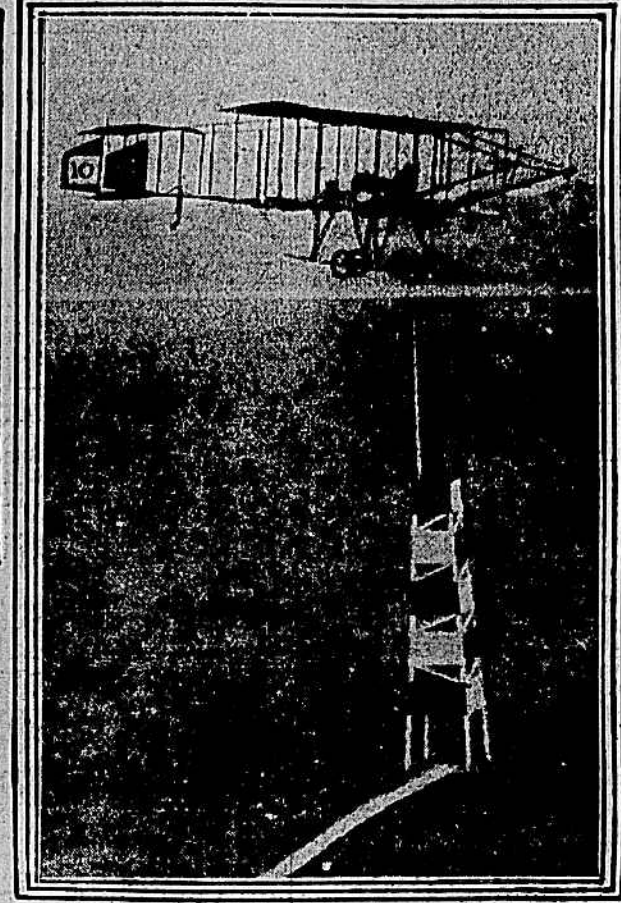


PHOTO BY PICTORIAL NEWS CO.



Molsant's Monoplane Starting.



Grahame-White Passing one of the Pylons.

## MAYOR OF TOKIO ASKED ABOUT US

Talked Municipal Ownership  
With Mayor Richardson at  
White House Dinner.

Japanese Statesman Surprised  
Mayor by His Wonderful  
Fund of Information.

Mayor David C. Richardson and Mrs. Richardson returned to the city last night from Washington, where they went of Saturday to dine at the White House and help extend an American greeting to the Mayor of Tokio. They dined with a distinguished company, including Mayor Gaynor, of New York, members of the Cabinet and the diplomatic corps.

The Mayor of Tokio had hoped to induce the Mayor of Tokio to come to Richmond, the Japanese statesman was forced to decline, inasmuch as he is leaving Washington to-day for San Francisco, from which point he will sail for the Orient.

"The Mayor of Tokio is a remarkable man," said Mayor Richardson last night. "He has a wonderful fund of information about American cities, and he expressed great regret that he had remained so long in Europe, which necessarily shortened his stay in the United States. One reason why he was so anxious to visit Richmond was due to the fact that he has made a close and careful study of municipal ownership and is a great believer in the doctrine that each city should own and operate those public utilities, such as gas, water and light, which are so often turned into monopolies. We talked for half an hour, I should say, and he asked a great many questions about the Richmond system. I endeavored to explain to him the plan by which Richmond operated its gas and water plants, telling him that we were installing an electric light plant, an undertaking which was approved by the City Council after a long fight."

"It was rather surprising to find that a man who lives in Japan should have such an intimate knowledge of the system of American municipal government. The Mayor of Tokio has been a hard student and has evidently yedevoted his time and thought to the problem. He speaks English, you might say fluently, although he hesitates just a moment before to use the proper and appropriate words. His regret that he could not come to Richmond was likewise a matter of regret to me, as he seemed particularly anxious to learn more about the ownership of those public utilities in which he believes. He said that he expected to return to America at an early time and hoped to come here."

Mayor Richardson said he was highly complimented that he should be invited by President Taft to dine with the other Mayors, though more especially for the reason that it was a compliment to the city of Richmond.

Must Postpone Work.  
Panama, October 23.—On account of the big deficit in the budget of 1911-12, a majority of the proposed public works will be indefinitely postponed. This includes the construction of the Panama Railway, the survey of which has already been made.

## MAKING IT HARD TO BE DISHONEST

New System of Espionage Over  
Bank Borrowers Is  
Proposed.

TO KEEP CONSTANT CHECK  
New District Is Established,  
With Richmond the  
Headquarters.

Washington, D. C., October 23.—A tentative system of collecting credit information for the benefit of national bank examiners, with the compilation and checking up of the commitments of large local and extended borrowers, has been formulated by a committee of the examiners, who have been meeting at the Treasury Department. Every examiner hereafter will keep for his own use a complete file of all large and extended borrowers in his district, from which lists will be sent to the Treasury Department for summarizing.

The machinery available by the Comptroller of the Currency will be put to work to gather such credit information as can be obtained from national banks and from State banks and trust companies located in States where there is already co-operation between the Federal and State banking officials, as in New York. The examiners will not divulge the name of a bank where a line of credit is found on an extended borrower, their special reports giving the total only of the loans listed. These lists are entirely confidential.

Will Act as Check.  
It is not contemplated that a comparative plan, which will guarantee the assembling of complete credit information covering commitments in all the banks in the United States, is practical at this time, nor is the personal and intimate relationship between the banks and the borrower to be interfered with.

It was expected that the knowledge that a hundred or more men are keeping a constant check upon the borrowings will make it extremely hazardous for the dishonest individual, firm or corporation to get money from the national banks.  
The committee recommended that in addition to the usual annual meeting of the examiners, held in each of the eleven districts, regular annual meetings of the several district chairmen be held at some central point early each year. These meetings would contain conditions and make public information as to the credit rating and responsibility of those borrowers whose names might be found on paper more than one of the general districts and regarding whom it might be deemed advisable to compare notes.

Districts Rearranged.  
A radical rearrangement of the districts into which the country has been divided also was recommended by the committee. This rearrangement contemplates well-defined commercial areas or banking zones, the headquarters in each district selective, on account of importance as banking centers and as reserve offices. This tentative plan follows:

District No. 1.—New England, headquarters Boston. Alfred Ever, chairman. No. 2.—New York State and City. Charles A. Hanna, chairman. No. 3.—Northern New Jersey, headquarters New York. Charles A. Hanna, chairman. (Continued on Second Page.)

## WOMAN BEATEN TO DEATH BY BOYS

They Lie in Wait and Strike  
Her Down With  
Clubs.

He Confesses Crime and Implies  
Cates Two White  
Youths.

[Special to The Times-Dispatch.]  
Lexington, Va., October 23.—Harry Sifton, colored, aged sixteen years, was brought to Lexington at 5 o'clock this morning from Walker's Creek and lodged in jail, charged with the murder of Miss Fannie Brown.

Details of the crime are meagre. The boy, who is slight for his age, admitted the killing, but implicated two white boys in the neighborhood. Miss Brown was attacked with clubs as she entered the barn to gather eggs, and, according to the negro's statement, the three boys at once struck her with clubs and beat her to death.

The motive was hatred of the Browns, who had accused the white boys of stealing apples. Miss Brown was about fifty-five years old. Her mother, aged eighty years, and four brothers survive, one being Rev. C. G. Brown, of Chester, S. C.

Strong feeling prevails in the community of the crime. The negro confessed his guilt at the preliminary hearing last night before Justice Ward, who was acting coroner. The negro had lived with the Browns for five years.

## VIGOROUS PROTESTS

They Are Sent to Emperor of Austria and King of Italy.

Boston, Mass., October 23.—Protests to the Emperor of Austria and the King of Italy against the wholesale closing of schools, educational clubs, printing establishments and newspapers in Albania were telegraphed to-day, following a meeting of leaders of the Albanian Nationalists of the United States, held here under the auspices of the Society Bessas. Delegates from various States were present.

A copy of the resolution was sent to Secretary of State Knox, at Washington, and to him was made a special protest against the closing of the American missionary school at Elbasan and the shameful treatment of Dr. Charles Erickson.

## MURDERS NIECE WHO REFUSES TO WED HIM

SECOND SETBACK  
TO COMBINATION

Employees of Dix Give Lie to  
Hearst-Roosevelt  
Roorback.

[Special to The Times-Dispatch.]

Thomson, N. Y., October 23.—A second setback to the Hearst-Roosevelt combination against Dix was experienced to-day, when the employees in the mill of the Democratic candidate for Governor issued a signed statement in which they made it quite clear that the labor relations between Mr. Dix and his employees were even more agreeable than ordinarily existing between employees and employer.

"We have always found him a friend of labor, always ready and eager to consult with us in all matters affecting our welfare," is the way the men put it. There was no mistaking their sincerity after talking with them. The statement was of their own creation and on their own initiative, and stamped the efforts of the Stimson sympathizers to inject the labor question into the campaign as maliciously unfair and misleading.

The men stated that they had been pestered for days with hints and threats by the Dix men trying to pick a fight in the labor record of the Democratic nominee, but that without success.  
From informal talks with the men it develops that the mill in which they are employed operates continually for twenty-four hours of each week days. This is not generally known. There are about 70,000 men employed in the mill as a whole, which produce hanging and print paper. Of this number only from eight to ten thousand are on an eight-hour schedule, while about 60,000 men are on an eleven and thirteen-hour schedule.

## WIRELESS CALLS FOR HELP

Vessels Now Searching Seas for  
Steamer Oklahoma.

Nantucket, Mass., October 23.—Wireless calls for help from the tank steamer Oklahoma were picked up to-night by the revenue cutter Aquashnet. The Aquashnet, being unable to get in further communication with the steamer, reported the matter, and messengers are being flung out in every direction by the wireless operator on the Nantucket shoals lightship. The Oklahoma has not yet been located.

Virginia Girl Is Victim of Her  
Uncle's Unrequited  
Love.

DIES OFFERING PRAYER

In Ante-Mortem Statement She  
Tells Why Deed  
Was Done.

[Special to The Times-Dispatch.]

Baltimore, Md., October 23.—Miss Viola Poole, aged eighteen years, formerly of Fauquier county, Va., died here to-night in St. Luke's Hospital, after being shot twice through the abdomen by her uncle, Peyton E. Poole, who insisted that his niece marry him. The shooting occurred six weeks ago, and since that time Poole has been locked up in the Baltimore jail awaiting the result of his niece's injuries. The young woman died while offering a prayer.

Miss Poole came to Baltimore about six months ago and lived with Mrs. Ella Hurt, 204 Huntington Avenue. Three days before the young woman was shot, her uncle came to this city from Western Maryland and took up his residence near the home of his niece. He paid her a number of visits and demanded that she marry him. The young woman refused, and on September 1, he shot her twice through the abdomen. She ran from the house and he emptied one pistol at her and drew another. He saved one shot and, returning to the house where his niece lived, he fired the bullet into his head. Both Poole and his niece were taken to St. Luke's Hospital, and after recovering Poole was taken to jail. In giving her dying deposition, Miss Poole said:

"My uncle, Peyton E. Poole, came to the house where I have been stopping and asked me to marry him. The next day he came back and asked me to marry him. This time I told him that it was impossible to do so. He was angry. He came again to see me and asked me to marry him, and when I told him no, he was so incensed that he pulled a knife out of his pocket and said he would kill me if I did not marry him."

"I asked him to give me until the next day, telling him I would give him my answer. I was in the kitchen when my uncle came in, and there was no one there. Before I could explain he pulled a revolver from his pocket and shot at me. I ran to the street, and he followed, firing several shots. I do not want to die, and I cannot see why my uncle should do such a deed."

## TWO SMASH-UPS AND NO FLIGHTS MAR SECOND DAY

Wind Is Too Strong for  
Even Most Daring  
Aviators.

## FRENCH CRACKS MAY WITHDRAW

Dissatisfied With Course, They  
May Refuse to Enter Race  
for Gordon Bennett Cup,  
Red Letter Event of Meet.

Disaster for White  
and Moisant.

New York, October 23.—There were two smash-ups, no flights, and 7,500 disappointed spectators at the second day of the international aviation meet at Belmont Park, L. I. The wind was so strong that only two aviators, Grahame-White and Moisant, dared to dare it, and both of them came to grief, though without personal injuries. But, much as the management regretted to send away a good crowd, it was more concerned with the dissatisfaction of the three Frenchmen entered for the Gordon Bennett speed race.

Alfred Leblanc, the champion cross-country flier of France; Emile Aubrun, his pupil, and the only aviator who finished with him in the recent Circuit De L'Est, and Tubert Latham, all complain that the course is not laid out according to the rules of the Federation Internationale, and Leblanc wrote to the Aero Club of France ten days ago, asking if the French team should compete. They expect instructions by cable to-morrow or the day after, at the latest.

The Red-Letter Event.

The other four Frenchmen here to compete for the altitude, distance and duration prizes are not affected, but the Gordon Bennett is the red-letter event of the aeronautic calendar. It brought the international cup to the country, and with it this, the second international meet in the history of aviation. To have the French crack default would rob the tournament of more than half its interest and, so far as its most important event is concerned, of all its competitive zest. The course for the cup is five kilometers long, and must be circled twenty times. It is called the outer course, because in the far turns it continues beyond the inner course of 2.5 kilometers, used for the hourly speed contests each day, and edging past the stables, swings back over two clumps of trees, and at one point, close to a house.

The Frenchmen contend that the rules of the Federation Internationale prescribe a course on which an aviator may alight at any time and wherever he chooses. They say that because of the proximity of the stables and the interference of the trees they would not be free to alight for repairs as they are privileged to do under the rules, and that the house mentioned above stands so close to one of the pylons that the aviator has only thirty yards in which to pass between the two.

Allan A. Ryan, chairman of the committee on arrangements, and James A. Blair, one of the aviation committee, admitted they had heard some mutterings from the Frenchmen, but added that nothing had been submitted in writing, and that no notice would be paid to informal communication of any sort. And there the matter stands until the advice from Paris determine decisive action from the French camp.

When the bomb and bugle sounded for the first distance event this afternoon, the sky was clear and the wind at from twenty to twenty-five miles an hour, and it was freshening every minute. The sky was clear and it was painfully cold. Four starters were announced, but after eight minutes' delay, Grahame-White and Moisant came out.

Machine Smashed.

White drove his machine into the wind and rose cautiously. He needed all his caution, for even at a height of not more than forty feet, he pitched like a ship in a heavy storm, and in alighting his machine was completely crumpled. His undercarriage, propeller and both blades were smashed to flinders.

Moisant never got off the ground, but his machine was much more badly damaged. The wind picked it out of the hands of his mechanics and let it fall again. Both his blades were broken and his crank shaft bent. White said his damage could be repaired in the course of a couple of hours. Moisant hoped to be repaired next Tuesday. Both his machines are now out of commission, and unless he can borrow or rent one, he will not be able to fly to-morrow. When at these two accidents, the code signal, "Wind a little too strong," went up on the board. By this time it was a stiff, whole-sail breeze, rated at twenty-five to thirty miles, and though the official automobile race over to the hangars, not an aviator got out. The Wright team, Hoxsey, Brookings and Johnstone, were all willing to fly, but Wilbur Wright allows none of his machines to go out on Sunday, and although the management pleaded with him over the telephone, he remained obdurate. At 4 o'clock the events of the day were definitely called off.

Aviator Killed.

Douai, France, October 23.—Captain Madot, a military aviator, was instantly killed at the aerodrome here to-day. Captain Madot was making his practice flight at the course, and when at the height of 190 feet, tried to stop his motor and plane to the ground. The motor continued to run, and the aviator's skull being crushed, Madot gained some prominence at Douai by his exhibition of a train of kites.